

F A X**M E S S A G E** *282664**FAA-02-14323-2***To: Florence Hamn****FAA****Rulemaking****FAX: 912022675075****DEPT. OF TRANSPORTATION
DOCKETS
03 FEB 12 AM 10:06****From: Luke Ribich****Air Transport International****MX/Mods.****FAX: 5306609436****TEL: 8006439022****RE: UPDATED INFORMATION SUPPORTING APPLICATION FOR TEMPORARY
EXEMPTION****Docket #: FAA2003-14323****Dear Ms. Hamn,**

To date NASI has not received an STC approving their door solution for our aircraft. Please add the following data to our existing application for exemption. As you will note in the following vendor provided statement, ATI continues to seek an expeditious path towards compliance. Your assistance is greatly appreciated.

Respectfully submitted,
Luke Ribich

AKS-03-214

**NATIONAL AIRCRAFT SERVICE, INC.****Luke Ribich****Air Transport International**

11 February, 2003

Subject: DC-8 Cockpit Security Door up-date

Dear Luke:

Wes and the team have briefed me on reasons for the delay in delivery. We are confident that resolution and delivery is imminent.

The major reason is that we exhibited bad judgement in our planning and made changes based on the FAA's strong recommendation to use Boeing data and assurances from Boeing. (McBoeing) that they had the engineering and that it was available for our use. I understand you are familiar with the two cockpit door configurations, swinging in and out so I won't go into detail.

The following is a synopsis of our current status:

1. FAA wanted weight and balance data. That is now complete.
2. Pressure/Decompression Test and report followed by functional test to insure that the door continues to open and close per the FMS. This test is being completed today and report issued 2/12/03.
3. Reliability Report is completed and being delivered today.
4. Prove 9G load. This is a bit ridiculous understanding that the impact and other tests that were required and completed, on the NASI door, equate to a 35G load. We applied 2.25 Lbs. per square inch or the equivalent of about 35G. This is being taken care of with additional documentation this week. We are attempting educate our FAA representative and teach him the math.
5. The Smoke Barrier. ATI has provided the necessary information on your STC ST00171LA-D and that aspect of the project is completed.
6. Cockpit floor decompression substantiation. This data doesn't exist because no air flows between the cockpit and under floor. It is a sealed bulkhead.
7. Material flammability. Telair has Airbus certification based on much more exhaustive tests required by Airbus. The FAA does not care to accept European approval. We have been provided material to perform our own burn tests this week.

**NATIONAL AIRCRAFT SERVICE, INC.**

8. Revised instruction for continued airworthiness was requested and completed.
9. The FAA wants a flight test. We tested our door, using only one door, for multiple tests rather than inserting a new door for each test as was permitted. After all these tests the door continued to function properly.

We would like to put a door in one of your aircraft and fly it next week. If you choose to move forward please coordinate with Maintenance and Mr. Plattner to accomplish this element of the process.

We appreciate your business and the long-standing good relationship we have maintained over the last 5 years. We would hope to continue to support ATI in this and all products installed on your aircraft.

Inclosing, we understand your concern, however we are very confident in our systems superiority and our ability to have the doors available for installation within the time constraints in the regulation. Unlike other STC projects, this has the highest level ever assigned by the Administration. Consequently it is a racehorse by committee. Everyone has to put his or her fingerprints on this one. Quick, one day, delivery commitments promised by the Administration turn into a week to 10 days.

On behalf of Mr. Plattner, and all of our employees thank you for your patience, continued patronage and cooperation in resolving this issue.

Sincerely,

Michael B. Miller

Director, Business Development

cc: Wesley M. Plattner DER
President